



THE CITY OF SAN DIEGO
REPORT TO THE CITY COUNCIL

DATE ISSUED: May 17, 2011

REPORT NO: 11-076

ATTENTION: City Council

SUBJECT: Angle Parking on Centre Street, Lincoln Avenue, and Polk Avenue

REFERENCE: Land Use and Housing Committee Agenda of October 6, 2010, Item 9

REQUESTED ACTIONS:

- 1) Authorize the installation of angle parking on the west side of Centre Street between Park Boulevard and Blaine Avenue and on the east side of Centre Street between Lincoln Avenue and Park Boulevard.
- 2) Authorize the installation of angle parking on the north side of Lincoln Avenue between Park Boulevard and Normal Street.
- 3) Authorize the installation of angle parking on the north side of Polk Avenue between Park Boulevard and Normal Street.

STAFF RECOMMENDATION:

Adopt the resolutions.

SUMMARY:

SANDAG's Mid-City Rapid Bus Project

In 2004, the San Diego Association of Governments (SANDAG) Board of Directors submitted to the voters of San Diego County a ballot proposition extending until 2048 the half-cent sales tax for transportation known as TransNet. The proposition was approved by more than two-thirds of voters. The adopted TransNet Ordinance specifically lists several transportation projects, including a rapid bus project providing service between San Diego State University and downtown San Diego. That project is now known as the Mid-City Rapid Bus Project.

SANDAG has developed the Mid-City Rapid Bus project to provide faster and better public transit service between San Diego State University and downtown San Diego, as specified by the 2004 TransNet reauthorization ordinance. The route will travel along College Avenue, El Cajon Boulevard, Park Boulevard, and Broadway. Project features include priority treatment for buses at traffic signals, expanded bus stations akin to rail transit stations, comfortable fuel-efficient buses, real-time next-bus notification signage at stations, and transit-only lanes along the portion of the route on Park Boulevard between El Cajon Boulevard and University Avenue.

When the capital project is complete, the Mid-City Rapid Bus service will be operated by the San Diego Metropolitan Transit System (MTS). The route has been forecasted to become the highest passenger volume route in the MTS system.

Parking Impacts

The project includes the construction of transit-only lanes in the median of Park Boulevard between El Cajon Boulevard and University Avenue. In order to provide sufficient room for the transit-only lanes and retain the same number of mixed-flow traffic lanes, some of the existing angle parking on Park Boulevard will be converted to parallel parking, resulting in fewer parking spaces. In the original design, as discussed at the October 6, 2010 meeting of the Land Use and Housing Committee, the project would have resulted in the loss of 33 parking spaces on Park Boulevard from the existing condition. The Mitigated Negative Declaration for this project, adopted by the SANDAG Board in 2008, requires SANDAG to seek mitigation for the parking loss by means such as installing angle parking on nearby streets.

Utilizing suggestions from the community after the LU&H Committee meeting, SANDAG has re-designed the median transit-only lanes along Park Boulevard to save 26 parking spaces and result in a reduction of only seven parking spaces on Park Boulevard from the existing condition. None of the utility of the median transit-only lanes has been compromised and all four of the mixed-flow traffic lanes will remain.

Proposed Mitigation: Council Action Authorizing Angle Parking on Three Streets

SANDAG proposes converting existing parallel parking to angle parking on blocks of three streets near Park Boulevard, which would result in a combined increase of 24 parking spaces.

- Increase of 14 spaces on Centre Street between Park Boulevard and Blaine Avenue
- Increase of six spaces on Lincoln Avenue between Park Boulevard and Normal Street
- Increase of four spaces on Polk Avenue between Park Boulevard and Normal Street
- Adding angle parking on these three streets near Park Boulevard results in an increase of 24 parking spaces
- Combined with the loss of seven parking spaces on Park Boulevard, the project results in a net increase of 17 parking spaces.

Exhibits 1 through 8 illustrate the parking impacts on Park Boulevard of the Mid-City Rapid Bus project and the proposed angle parking mitigation on the three nearby streets.

California Vehicle Code sections 32 and 22503, and San Diego Municipal Code Section 86.03, require that the installation of angle parking be authorized by a City Council resolution. The authorizing of the angle parking on the three subject streets, offered by SANDAG as mitigation, requires City Council action.

Land Use and Housing Committee Meeting of October 6, 2010

The LU&H Committee heard this item and had questions about SANDAG's role in developing capital projects in the City's public right-of-way. The Committee approved the following motion:

“Motion by Council President Pro Tem Faulconer, second by Councilmember Lightner, to forward the item to the full Council without a recommendation, and to request that SANDAG, MTS and City staff consider additional mitigation measures including, but not limited to construction of additional parking spaces on the Normal Street median; signal coordination on University Avenue and Washington Streets; traffic improvements to the 163/Washington Street onramp; and to look in a broader area for additional angled parking opportunities; additional outreach to the residents of North Park and Uptown, including the members of the nearby senior towers; consideration as to whether a proposed project on Polk will eliminate some of the angled parking thereby increasing the need for additional mitigation measures; exploring any opportunities to secure private property that might be used by residents of the senior towers for loading and unloading purposes.”

- **SANDAG’s Role**

In 2003 the San Diego Regional Transportation Consolidation Act was approved by the legislature and signed by the governor. It expanded the role of SANDAG by designating it as the Regional Transportation Planning Agency for the San Diego region. The State provides SANDAG with authority to use public right-of-way for its transportation projects and exemption from the local zoning and permitting regulations that normally apply to developers. The projects may result in loss of on-street parking or other impacts which are subject to environmental review and potential mitigation. The SANDAG Board of Directors, which includes City representation, is the approval authority for SANDAG projects and environmental documents. Although SANDAG is exempt from City permits, a cooperative agreement requires that SANDAG projects within the City’s public right-of-way undergo City plan review and field inspection at SANDAG’s expense.

- **Normal Street Median & Parking Mitigation**

SANDAG’s project team evaluated the possibility of adding parking in the unusually wide median of Normal Street two blocks to the west of the Park Boulevard project area. They concluded that it was more appropriate for their project to redesign the Park Boulevard median transit lanes in order to reduce the parking losses within the project area. City staff is working with the community to identify improvements on Normal Street.

- **Traffic Signal Coordination**

SANDAG’s mitigation also includes retiming and coordinating, in cooperation with City staff, 32 traffic signals within the project limits along El Cajon Boulevard and Park Boulevard. As requested by the Committee, SANDAG will increase the mitigation by adding to the traffic signal coordination effort four traffic signals on Washington Street immediately to the west of the project limits, between Polk Avenue and the State Route 163 freeway onramp:

- Washington Street/Normal Street at Polk Avenue/Campus Avenue
- Washington Street at Cleveland Avenue
- Washington Street at Lincoln Avenue
- Washington Street at SR-163 onramp

SANDAG's project team also evaluated the possibility of adding more traffic signals along University Avenue to the retiming effort. They concluded that the project would not impact traffic signals on University Avenue other than the one at Park Boulevard. This traffic signal is already included in the project's traffic signal retiming effort.

- **Improvements to the SR-163/Washington Street Onramp**

The traffic signal serving this onramp will be included in the expanded traffic signal retiming effort described above. The ramp itself is far from the project area and out of scope for improvements by the Mid-City Rapid Bus project.

- **Additional Angle Parking Opportunities**

SANDAG's project team examined the possibility of installing angle parking on additional streets in the vicinity of Park Boulevard. They concluded that it would be more prudent to reduce the impact of lost parking on Park Boulevard itself and thus redesigned the median transit lanes with that goal in mind.

- **Outreach to North Park, Uptown and Senior Towers**

Since the LU&H Committee meeting, SANDAG staff has done extensive outreach with community groups and neighbors to discuss the Mid-City Rapid Bus project. SANDAG staff met with residents of the three Park Boulevard senior towers on December 15, 2010; clergy from Grace Lutheran Church on January 27, 2011; the chairs of the Uptown and Greater North Park community planning groups on February 3, 2011; and clergy from St. John the Evangelist Catholic Church on February 14, 2011. There were also community open house events held on April 7, 2011 and April 14, 2011.

The December 15th meeting was hosted by Cathedral Arms senior tower and was well-attended by residents of all three senior towers, including Grace Tower and Trinity Manor. It was from this meeting that SANDAG received suggestions from the community for redesigning the median transit lanes to reduce the loss of parking on Park Boulevard.

- **Proposed Redevelopment Project**

A redevelopment project known as Park Terrace is proposed on the southeast corner of Park Boulevard and Polk Avenue. It will not impact the angle parking that is part of this action. SANDAG will be installing angle parking on the block of Polk Avenue west of Park Boulevard, while the Park Terrace project is east of Park Boulevard.

- **Loading and Unloading at Senior Towers**

SANDAG's redesign of the median transit lanes will retain most of the parking on Park Boulevard and will not remove loading zones in front of the senior towers. SANDAG's project scope and funding does not allow for improvements on private property.

Other Issues and Concerns

In addition to the items enumerated in the adopted LU&H motion, some other issues related to the Mid-City Rapid Bus Project were raised by Committee members and the public. These include:

- **Traffic Signal and Street Light Improvements**

Two new traffic signals will be installed by SANDAG on Park Boulevard. They will be at the intersections of Park Boulevard at Lincoln Avenue and Park Boulevard at Howard Avenue. The traffic signal on Park Boulevard at Polk Avenue will be retained primarily as a pedestrian signal for crossing Park Boulevard.

Another traffic improvement to be installed by SANDAG is the 27,000 feet of fiber optic cable along El Cajon Boulevard for use by the City as traffic signal interconnects. This replaces a lower capacity fiber optic cable installed more than 20 years ago.

Regarding street lights, SANDAG will replace in-kind all of the street lights directly impacted by construction activity, add 14 new street lights at and near the bus stations along Park Boulevard, and will add five new street lights on Centre Street, Lincoln Avenue, and Polk Avenue to make these parking mitigation streets more comfortable for parking at night. All of the new street lights installed with the Mid-City Rapid Bus Project will meet the City's new standard for energy-efficient, broad-spectrum lighting.

Exhibit 9 illustrates the traffic signal and street light improvements provided by the project in the Park Boulevard area.

- **Median Closure at Polk Avenue**

The project will close the median opening on Park Boulevard at Polk Avenue. As a result, there will no longer be left turn movements from Park Boulevard onto Polk Avenue, and traffic entering Park Boulevard from Polk Avenue will be required to turn right onto Park Boulevard. SANDAG's project design team determined that the median closure is necessary to the project in order to preserve on-street parking, reduce conflicts with buses, and simplify pedestrian movements.

As mitigation to the median closure, SANDAG will be signalizing the intersections on Park Boulevard to the north and to the south of Polk Avenue. Both signalized intersections will allow u-turns, so that traffic diverted due to the Polk Avenue median closure will have only one block of out-of-direction travel. The traffic signal currently operating at the intersection of Park Boulevard and Polk Avenue will remain in place and will primarily serve pedestrians crossing Park Boulevard.

- **Impacts on St. John the Evangelist Catholic Church**

The project will provide four additional parking spaces on Polk Avenue in front of church and will not close driveways to the church property. There will also be one street light added near the church on Polk Avenue. Access to the church will be impacted by the closure of the Park Boulevard median at Polk Avenue. Motorist bound for the church from points on Polk Avenue east of Park Boulevard will be able to reach the church by traveling one block out of

direction and making a u-turn at the new traffic signal at Park Boulevard and Howard Avenue. Exhibit 10 illustrates the new route for motorists bound for the church who are coming from Polk Avenue east of Park Boulevard.

- **Impacts on Pedestrian Environment**

The pedestrian environment on Park Boulevard will be improved as a result of the Mid-City Rapid Bus project. Pedestrians will benefit from the new traffic signals and street lights. The Polk Avenue crosswalk across Park Boulevard will be straightened out to reduce the pedestrian crossing distance.

Two bus stations for the Mid-City Rapid Bus will be built in the Park Boulevard median. One will be just north of University Avenue and the other will be at Howard Avenue. The bus stations will be entirely accessible for the disabled and have about 1,000 square feet each of pedestrian area, as well as benches and passenger shelters. At the median stations, railing will be placed between the pedestrians and traffic lanes, channelizing pedestrians to safe crossing locations. Pedestrian access to the median stations will only be by the use of the signalized crosswalks on Park Boulevard at University Avenue and at Howard Avenue.

- **Alternate Design Proposal by Mr. Vidalis**

Mr. Rene Vidalis gave public testimony at the October 6, 2010 Land Use and Housing Committee meeting. He proposed an alternate project design that featured bus-only lanes along the curbside lanes with parking bays in the median. SANDAG's project team evaluated the proposal and concluded that it would have required more street right-of-way than is available, and may cause conflicts for traffic entering and exiting driveways. SANDAG's project team met with Mr. Vidalis on January 14, 2011 to discuss his alternate design and the project team's conclusions.

FISCAL CONSIDERATIONS:

No fiscal impact to the City with this action. The cost estimate is \$16,000 for the installation of the angle parking, including parking space markings, lane striping, and disabled parking. SANDAG will pay all costs, including labor charges of City plan checkers and field inspectors.

PREVIOUS COUNCIL and/or COMMITTEE ACTION:

This item was heard on October 6, 2010 by the Land Use and Housing Committee. The Committee approved the following motion:

“Motion by Council President Pro Tem Faulconer, second by Councilmember Lightner, to forward the item to the full Council without a recommendation, and to request that SANDAG, MTS and City staff consider additional mitigation measures including, but not limited to construction of additional parking spaces on the Normal Street median; signal coordination on University Avenue and Washington Streets; traffic improvements to the 163/Washington Street onramp; and to look in a broader area for additional angled parking opportunities; additional outreach to the residents of North Park and Uptown, including the members of the nearby senior towers; consideration as to whether a proposed project on Polk will eliminate some of the angled parking thereby increasing the need for additional mitigation measures; exploring any

opportunities to secure private property that might be used by residents of the senior towers for loading and unloading purposes.”

COMMUNITY PARTICIPATION AND PUBLIC OUTREACH EFFORTS:

SANDAG staff has done extensive community outreach for the Mid-City Rapid Bus project over the last several years:

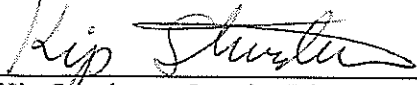
- In 2008, SANDAG held four open house workshops to discuss the project for communities along the length of the project area, including one held on Park Boulevard.
- In May and September of 2009 SANDAG made presentations to Uptown Planners, the recognized community planning group for this action.
- Also in 2009, SANDAG made presentations to the Greater North Park Community Planning Group, the Hillcrest Town Council, and the North Park Public Facilities subcommittee.
- In June 2010, SANDAG sent a written notice to the Uptown Planners with detailed descriptions and sketches of the proposed parking changes.
- Also in June 2010, SANDAG mailed notices of the proposed installation of angle parking to property owners, businesses, and residences along the blocks of Centre Street, Lincoln Avenue, and Polk Avenue affected by this action.
- In September of 2010, SANDAG met with Uptown Planners and the Greater North Park Planning Committee.
- Since the LUH Committee meeting, SANDAG staff has met with residents of the three senior towers on December 15, 2010; clergy from Grace Lutheran Church on January 27, 2011; the chairs of the Uptown and Greater North Park community planning groups on February 3, 2011; clergy from St. John the Evangelist Catholic Church on February 14, 2011; and held community open house events on April 7 and 14, 2011.

In all, SANDAG staff has met with planning groups and other civic organizations 42 times to discuss the project and impacts.

KEY STAKEHOLDERS AND PROJECTED IMPACTS:

The key stakeholders of the proposed angle parking action are the property owners, businesses, and residences along the affected blocks. The projected parking impact to the project area is a net gain of 17 parking spaces.

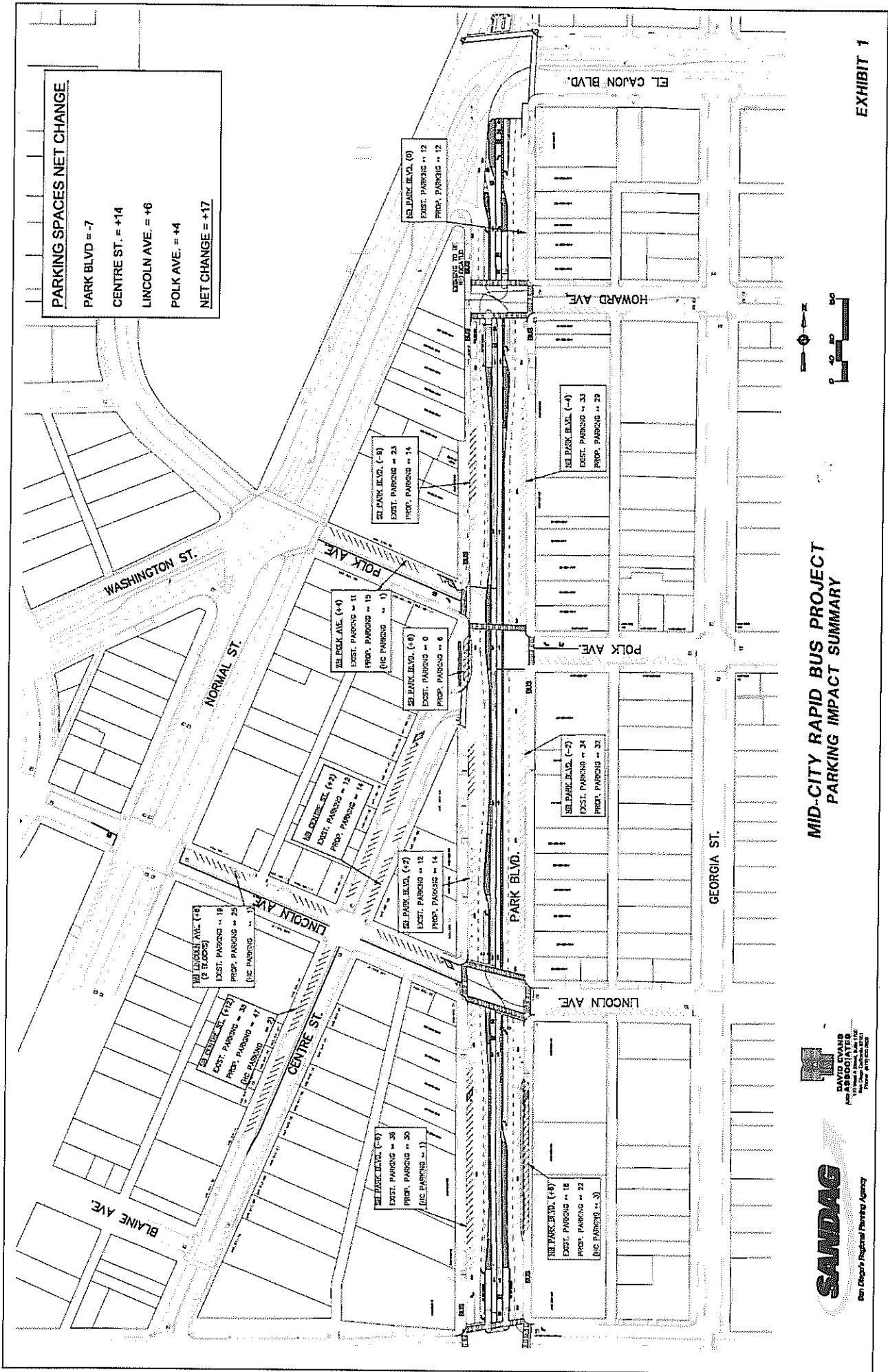
Respectfully submitted,


Kip Sturdevan, Interim Director
Transportation & Storm Water Department


Jay Goldstone, Chief Operating Officer

Attachments:

- A) Exhibits 1 through 8 illustrate the parking impacts on Park Boulevard, Centre Street, Lincoln Avenue, and Polk Avenue
- B) Exhibit 9 illustrates the street light and traffic signal improvements
- C) Exhibit 10 illustrates traffic re-routing due to median closure at Polk Avenue
- D) Example of angle parking notification letter

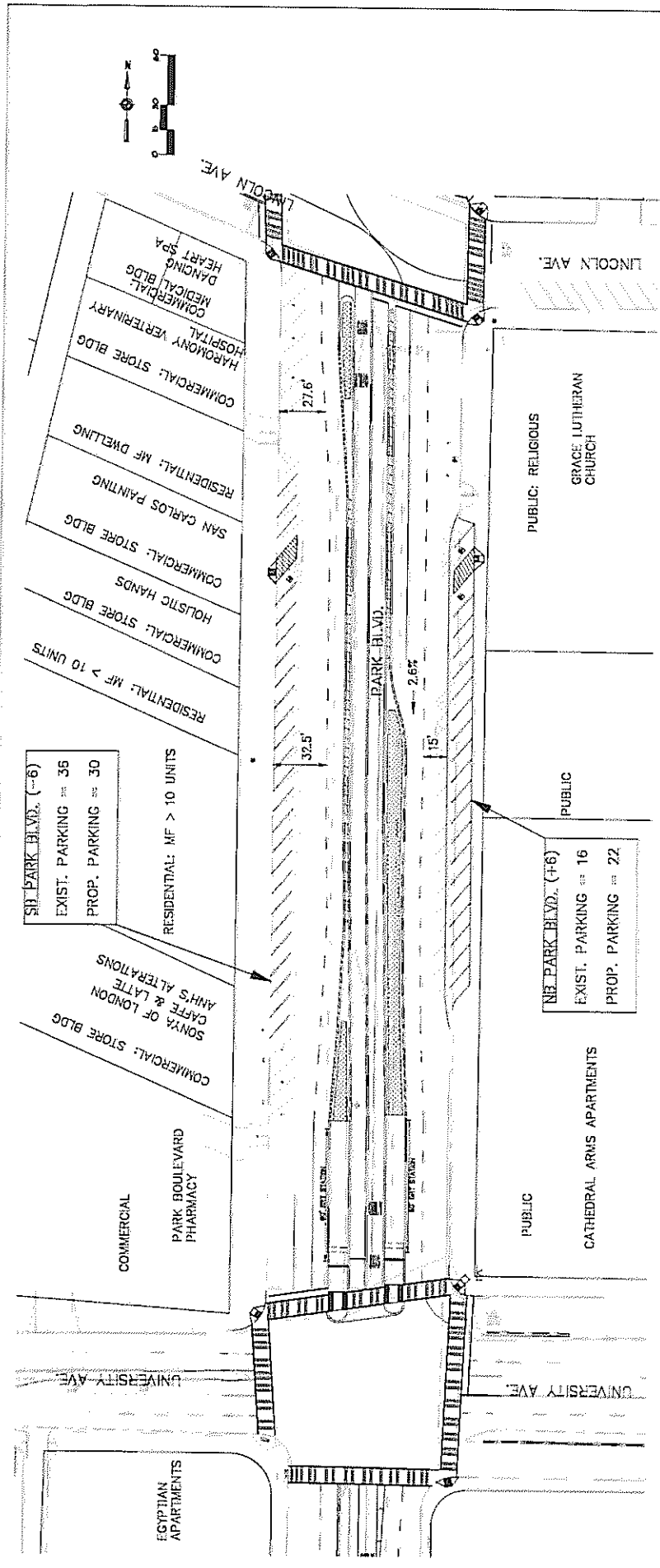


MID-CITY RAPID BUS PROJECT PARKING IMPACT SUMMARY

EXHIBIT 1



SANDAG
San Diego's Regional Planning Agency



NET CHANGE PARKING

PARK BLVD BTW
UNIVERSITY & LINCOLN = 0

MID-CITY RAPID BUS PROJECT PARKING IMPACTS ON PARK BLVD BETWEEN UNIVERSITY & LINCOLN

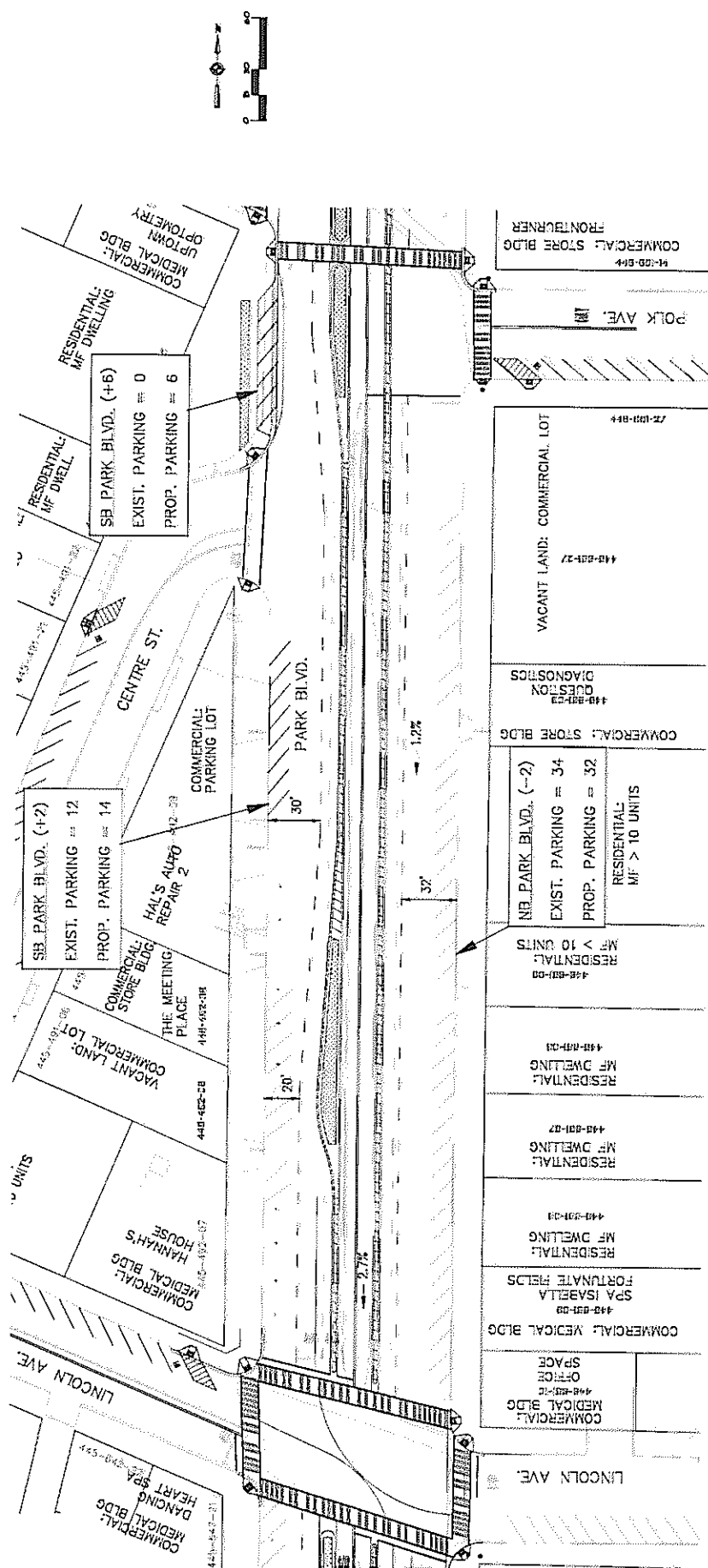
SANDAG
San Diego Regional Planning Agency

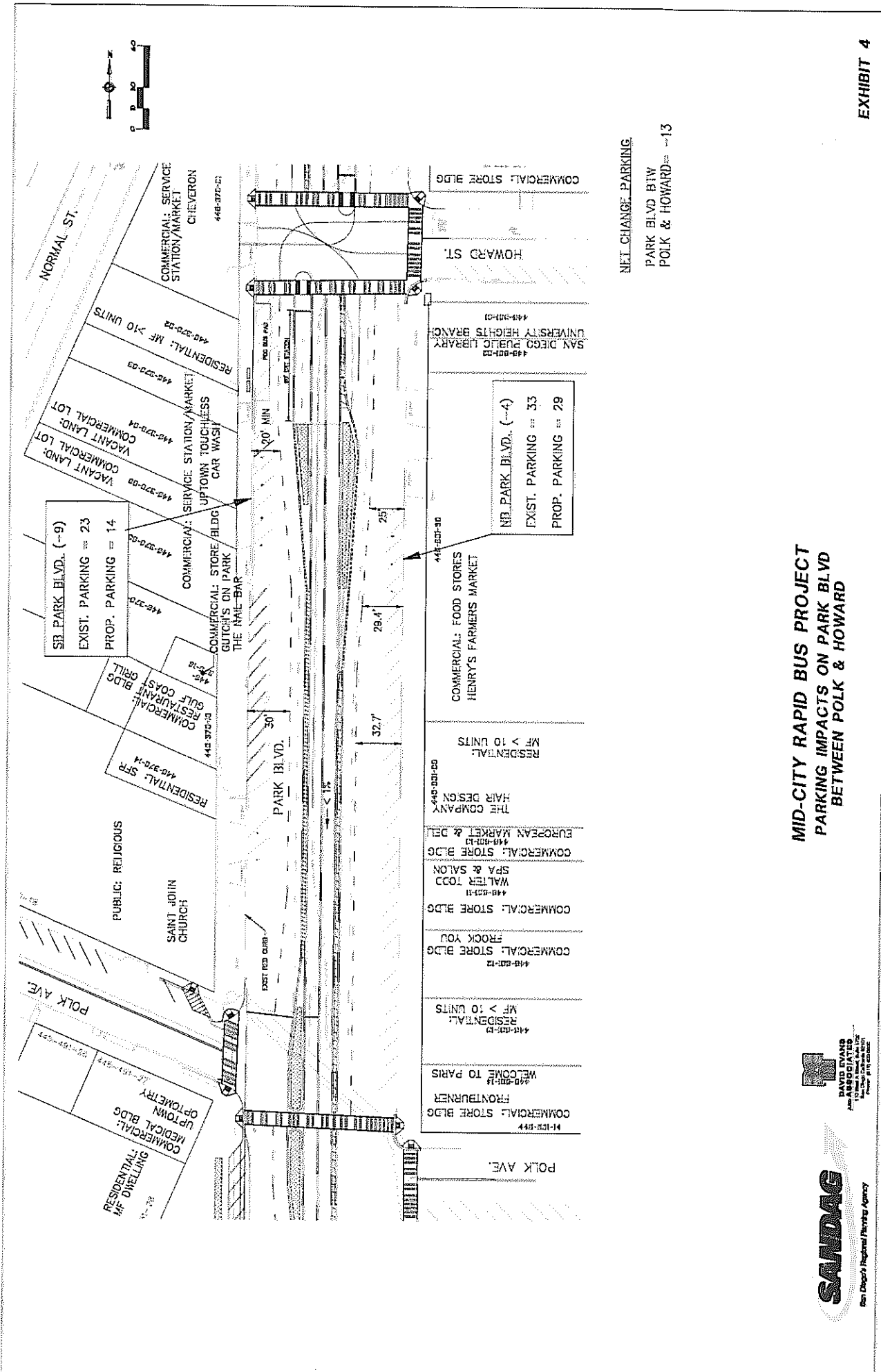
SANDAG
San Diego Regional Planning Agency

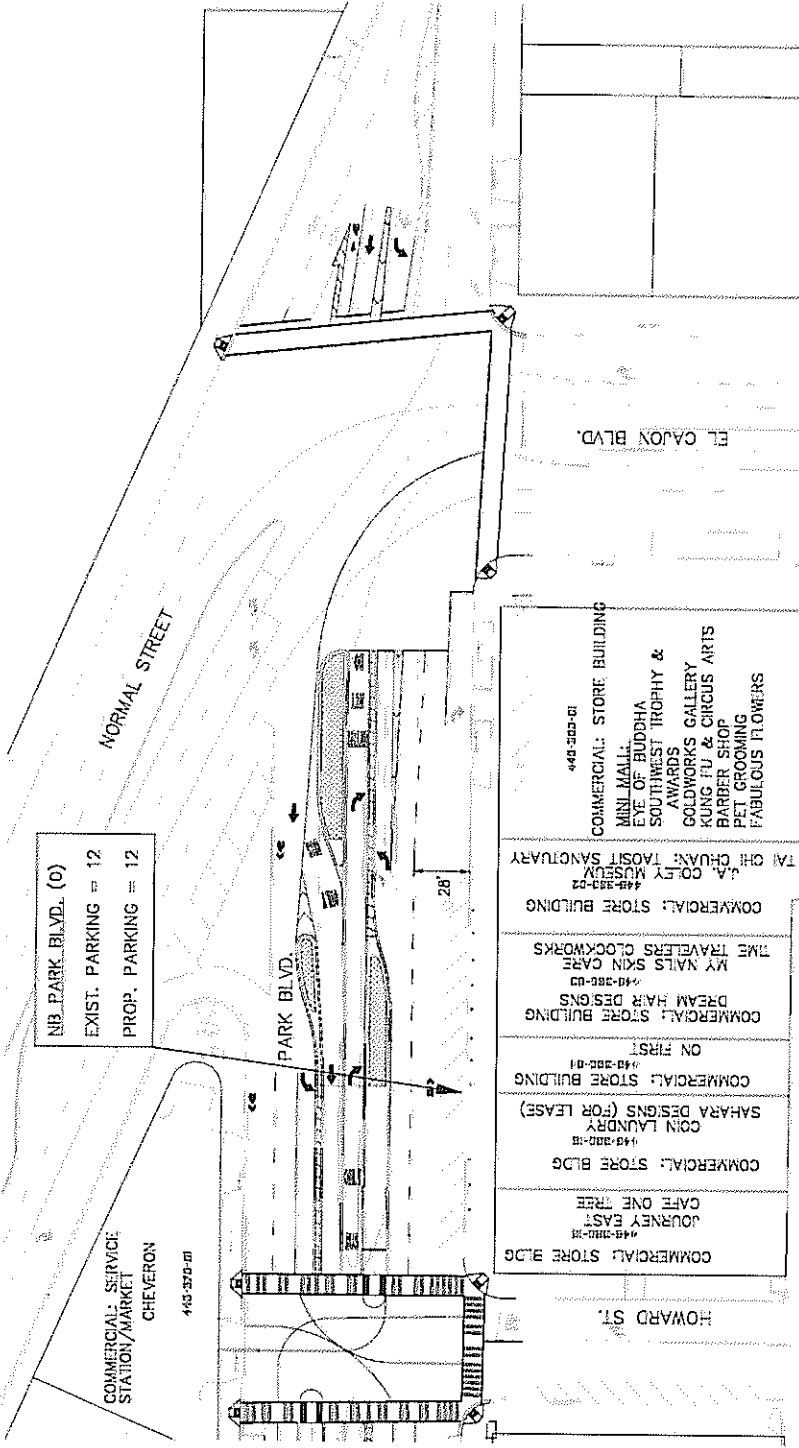
DAVID EVANS
ARCHITECTS
1100 G Street, Suite 100
San Diego, CA 92101
Phone: 619.594.0001

**MID-CITY RAPID BUS PROJECT
PARKING IMPACTS ON PARK BLVD
BETWEEN LINCOLN & POLK**

SANDAG





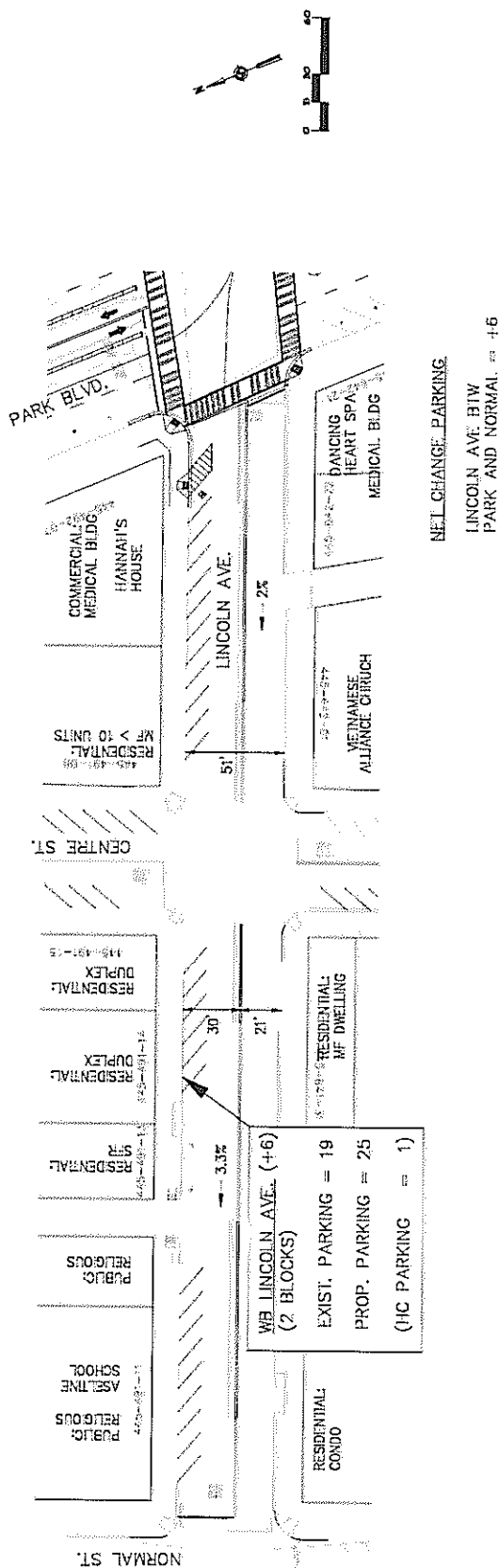


NET CHANGE PARKING
PARK BLVD BTW
HOWARD & ECB = 0

**MID-CITY RAPID BUS PROJECT
PARKING IMPACTS ON PARK BLVD
BETWEEN HOWARD & EL CAJON**

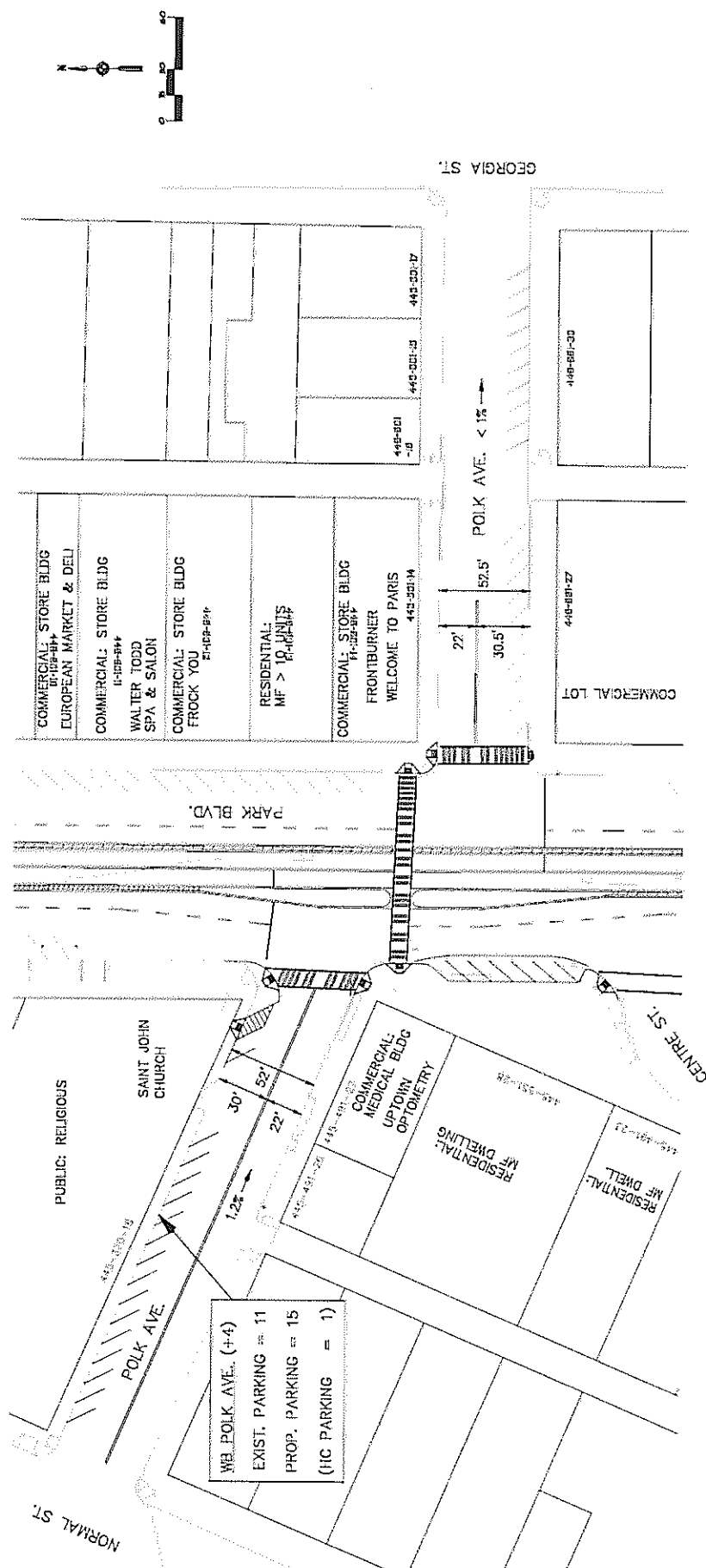
SANDAG
San Diego Regional Transit Agency
DAVID EVANS
PROJECT MANAGER
1000 La Jolla Village Drive
San Diego, CA 92161
619-594-7100

**MID-CITY RAPID BUS PROJECT
PARKING IMPACTS ON LINCOLN AVE
BETWEEN PARK & NORMAL**



NET CHANGE PARKING

LINCOLN AVE BTW
PARK AND NORMAL. 273 46



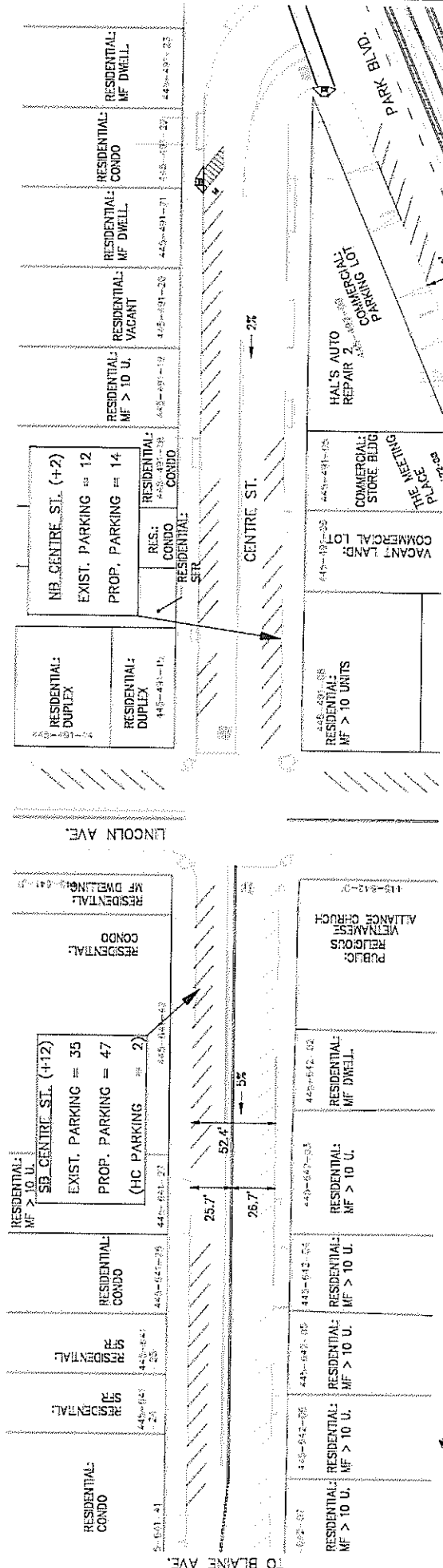
**MID-CITY RAPID BUS PROJECT
PARKING IMPACTS ON POLK AVE
BETWEEN PARK & NORMAL**



**DAVID EVANS
AND ASSOCIATES**
1121 West A Street, Suite 111E
San Diego California 92101

SANDS

Don Dixon's Regional Marketing Agency



NET CHANGE PARKING
CENTRE STREET BTW
BLAINE AND PARK = +14

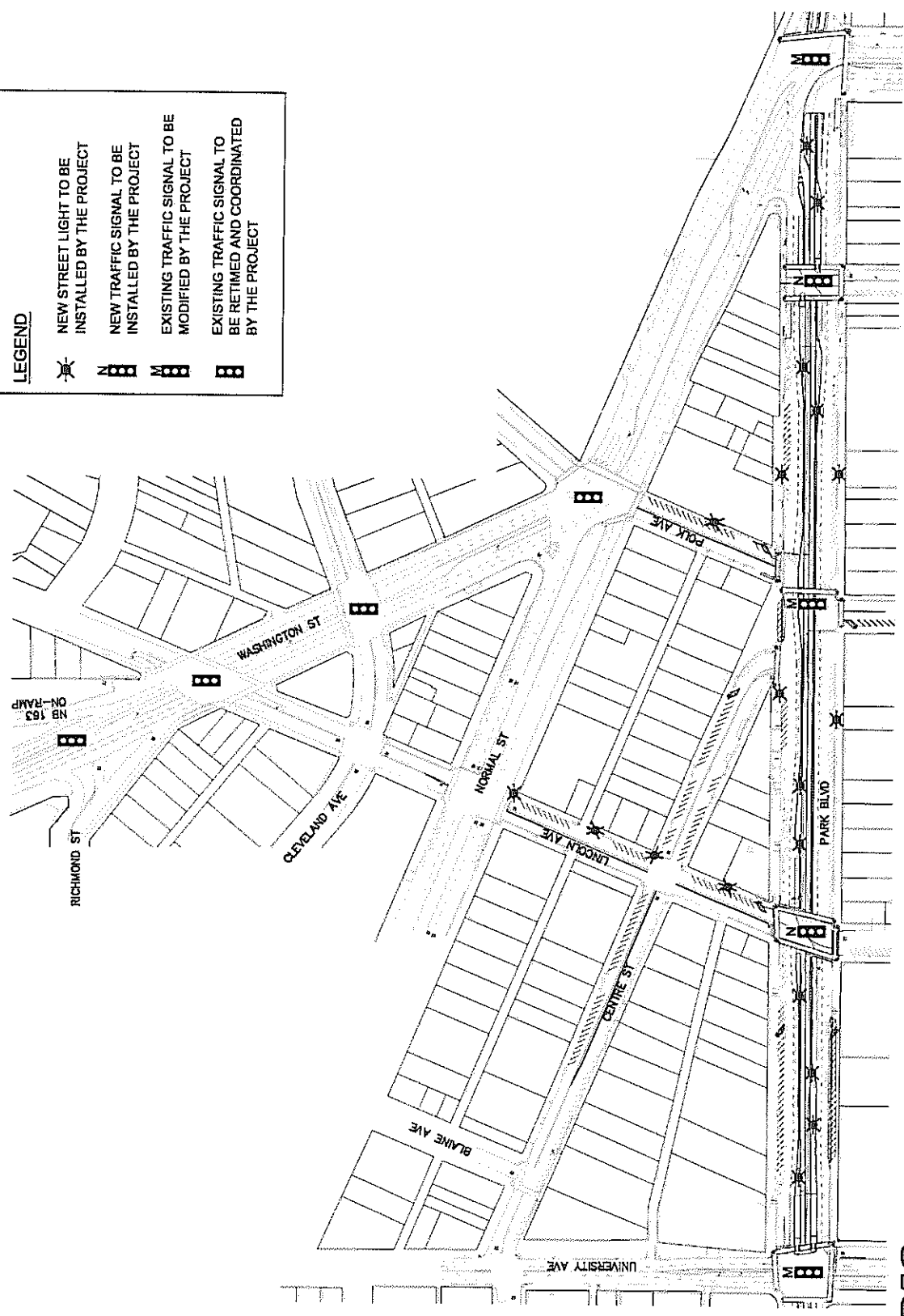
MID-CITY RAPID BUS PROJECT PARKING IMPACTS ON CENTRE ST BETWEEN PARK & BLAINE



SANDAG
San Diego's Regional Planning Agency

LEGEND

- NEW STREET LIGHT TO BE INSTALLED BY THE PROJECT
- NEW TRAFFIC SIGNAL TO BE INSTALLED BY THE PROJECT
- EXISTING TRAFFIC SIGNAL TO BE MODIFIED BY THE PROJECT
- EXISTING TRAFFIC SIGNAL TO BE RETIMED AND COORDINATED BY THE PROJECT



**MID-CITY RAPID BUS PROJECT
STREET LIGHT &
TRAFFIC SIGNAL EXHIBIT**

SANDAG
San Diego's Regional Planning Agency

DAVID EVANS
and ASSOCIATES
INCORPORATED
PLANNING AND DESIGN
10000 SAN DIEGO AVENUE
SAN DIEGO, CA 92131
(619) 594-1000

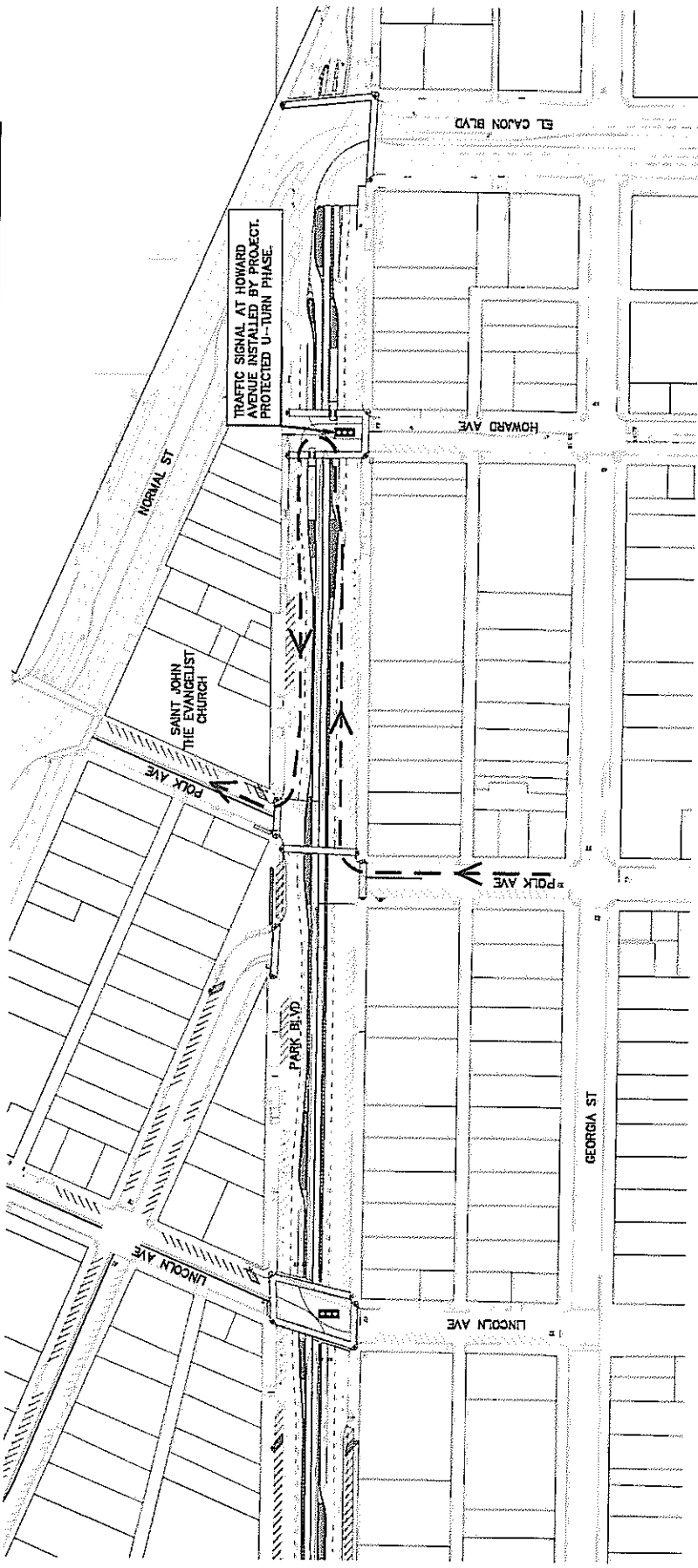


LEGEND

— — — — — **TRAFFIC ROUTE**

— — — — — **NEW TRAFFIC SIGNAL TO BE INSTALLED BY THE PROJECT**

B



**MID-CITY RAPID BUS PROJECT
TRAFFIC REROUTING DUE TO
POLK AVE MEDIAN CLOSURE**

DAVID EVANS
ARCHITECT
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401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
Fax (619) 699-1905
www.sandag.org

June 10, 2010

Mr. Leo Wilson
Chair
Uptown Planners
536 Maple Street, #202
San Diego, CA 92103

Dear Mr. Wilson:

Re: Angle Parking on Centre Street, Lincoln Avenue, and Polk Avenue

At the request of the San Diego Association of Governments (SANDAG), the San Diego City Council will soon consider the addition of angle parking on three streets near Park Boulevard. The locations are:

- **Centre Street** - on the west side of Centre Street between Park Boulevard and Blaine Avenue, and on the east side between Lincoln Avenue and Park Boulevard.
- **Lincoln Avenue** - on the north side of Lincoln Avenue between Park Boulevard and Normal Street.
- **Polk Avenue** - on the north side of Polk Avenue between Park Boulevard and Normal Street.

This action will increase the parking supply on these three streets by a combined total of 24 spaces (see attached sketches). This action is requested by SANDAG as a partial offset for the loss of approximately 33 parking spaces on Park Boulevard due to SANDAG's Mid-City Rapid Bus project, which will install bus lanes in the median of Park Boulevard. Parking will be lost on Park Boulevard because providing adequate room in the median for the bus lanes requires converting some of the angle parking to parallel parking.

As you know, the Mid-City Rapid Bus Project was presented to the Uptown Planners by SANDAG staff in May and September of last year, and there have been several community open houses to discuss the project. The item is also tentatively scheduled to be discussed by the planning group in August of this year. A project information bulletin is attached.

SANDAG has sent notices to the properties directly impacted by the angle parking installation.

MEMBER AGENCIES

Cities of
Carlsbad
Chula Vista
Coronado
Del Mar
El Cajon
Encinitas
Escondido
Imperial Beach
La Mesa
Lemon Grove
National City
Oceanside
Poway
San Diego
San Marcos
Santee
Solana Beach
Vista
and
County of San Diego

ADVISORY MEMBERS

Imperial County
California Department
of Transportation
Metropolitan
Transit System
North County
Transit District
United States
Department of Defense
San Diego
Unified Port District
San Diego County
Water Authority
Southern California
Tribal Chairman's Association
Mexico

We do not yet know the scheduling of this item onto a City Council agenda. We will let you know the date when we are notified by the City Clerk.

Thank you for your help in bringing this important issue to the planning committee. If there are questions regarding this matter, please contact me at 619-699-6995 or Steve Celniker of the City of San Diego at 619-699-6985.

Sincerely,

A handwritten signature in black ink, appearing to read "Miriam B. Kirshner", with a long, sweeping horizontal line extending to the right.

MIRIAM KIRSHNER
Senior Transportation Planner

MK/cda

Attachments

cc: Hon. Todd Gloria, San Diego City Councilmember
Eric Adams, SANDAG
Steve Celniker, City of San Diego
Marlon Pangilinan, City of San Diego



401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
Fax (619) 699-1905
www.sandag.org

June 10, 2010

Dear Property Owner/ Resident,

Re: Angle Parking on Centre Street, Lincoln Avenue, and Polk Avenue

MEMBER AGENCIES

Cities of
Carlsbad
Chula Vista
Coronado
Del Mar
El Cajon
Encinitas
Escondido
Imperial Beach
La Mesa
Lemon Grove
National City
Oceanside
Poway
San Diego
San Marcos
Santee
Solana Beach
Vista
and
County of San Diego

ADVISORY MEMBERS

Imperial County
California Department
of Transportation
Metropolitan
Transit System
North County
Transit District
United States
Department of Defense
San Diego
Unified Port District
San Diego County
Water Authority
Southern California
Tribal Chairmen's Association
Mexico

At the request of the San Diego Association of Governments (SANDAG), the San Diego City Council will soon consider the addition of angle parking on three streets near Park Boulevard. The locations are:

- **Centre Street:** on the west side of Centre Street between Park Boulevard and Blaine Avenue, and on the east side between Lincoln Avenue and Park Boulevard.
- **Lincoln Avenue:** on the north side of Lincoln Avenue between Park Boulevard and Normal Street.
- **Polk Avenue:** on the north side of Polk Avenue between Park Boulevard and Normal Street.

This action will increase the parking on these three streets by a combined total of 24 spaces (see attached sketches). This action is requested by SANDAG as partial offset for the loss of approximately 33 parking spaces on Park Boulevard due to SANDAG's Mid-City Rapid Bus project, which will install bus lanes in the median of Park Boulevard. Parking will be lost on Park Boulevard because providing adequate room in the median for the bus lanes requires converting some of the angle parking to parallel parking.

The Mid-City Rapid Bus Project was presented to the Uptown Planners by SANDAG staff in May 5 and September of last year, and there have been several community open houses to discuss the project. A project information bulletin is attached.

If there are questions regarding this matter, please contact me at 619-699-6995 or Steve Celniker of the City of San Diego at 619-699-6985.

Sincerely,

MIRIAM KIRSHNER
Senior Transportation Planner

MK/cda

Attachments

REQUEST FOR COUNCIL ACTION CITY OF SAN DIEGO				CERTIFICATE NUMBER (FOR COMPTROLLER'S USE ONLY) NA	
TO: CITY COUNCIL		FROM (ORIGINATING DEPARTMENT): ECP/Transportation Eng Ops Div		DATE: 03/08/2010	
SUBJECT: Angle parking on Centre Street, Lincoln Avenue, and Polk Avenue.					
PRIMARY CONTACT (NAME, PHONE): Deborah Van Wanseele, 619-533-3012 MS 609			SECONDARY CONTACT (NAME, PHONE): Steve Celniker, 619-699-6985 MS 980		
COMPLETE FOR ACCOUNTING PURPOSES					
FUND					
DEPT / FUNCTIONAL AREA					
ORG / COST CENTER					
OBJECT / GENERAL LEDGER ACCT					
JOB / WBS OR INTERNAL ORDER					
C.I.P./CAPITAL PROJECT No.					
AMOUNT	0.00	0.00	0.00	0.00	0.00
FUND					
DEPT / FUNCTIONAL AREA					
ORG / COST CENTER					
OBJECT / GENERAL LEDGER ACCT					
JOB / WBS OR INTERNAL ORDER					
C.I.P./CAPITAL PROJECT No.					
AMOUNT	0.00	0.00	0.00	0.00	0.00
COST SUMMARY (IF APPLICABLE): No cost with this action					
ROUTING AND APPROVALS					
CONTRIBUTORS/REVIEWERS:		APPROVING AUTHORITY	APPROVAL SIGNATURE	DATE SIGNED	
Equal Opportunity Contracting		ORIG DEPT.	Boekamp, Patti	8/2/2010	
Environmental Analysis		CFO			
Liaison Office		DEPUTY CHIEF			
Financial Management		COO	Goldstone, Jay	4/28/2011	
Comptroller		CITY ATTORNEY			
		COUNCIL PRESIDENTS OFFICE			
PREPARATION OF:		<input checked="" type="checkbox"/> RESOLUTIONS	<input type="checkbox"/> ORDINANCE(S)	<input type="checkbox"/> AGREEMENT(S)	<input type="checkbox"/> DEED(S)
Authorizing the installation of angle parking on the west side of Centre Street between Park Boulevard and Blaine Avenue and on the east side of Centre Street between Lincoln Avenue and Park Boulevard.					

Authorizing the installation of angle parking on the north side of Lincoln Avenue between Park Boulevard and Normal Street.

Authorizing the installation of angle parking on the north side of Polk Avenue between Park Boulevard and Normal Street.

This action may be taken by resolution in accordance with California Vehicle Code sections 32 and 22503, and San Diego Municipal Code section 86.03.

STAFF RECOMMENDATIONS:

Adopt the resolutions

SPECIAL CONDITIONS (REFER TO A.R. 3.20 FOR INFORMATION ON COMPLETING THIS SECTION)

COUNCIL DISTRICT(S):

3

COMMUNITY AREA(S):

Uptown

ENVIRONMENTAL IMPACT:

This activity is adequately addressed in a Mitigated Negative Declaration for the Mid-City Rapid Bus Project (SCH No. 200891021) dated October 2008 adopted by the SANDAG Board on November 7, 2008 and Addendum to MND dated June 14, 2010 and is part of a series of subsequent discretionary actions, and therefore not considered to be a separate project for purposes of CEQA review as defined in State CEQA Guidelines Section §15378(c). Pursuant to Section (21166 or 15162) of CEQA, there is no change in circumstance, additional information or project changes to warrant additional environmental review.

**CITY CLERK
INSTRUCTIONS:**

Please send copy of resolutions to Steve Celniker at MS 980.

**COUNCIL ACTION
EXECUTIVE SUMMARY SHEET
CITY OF SAN DIEGO**

DATE: 03/08/2010

ORIGINATING DEPARTMENT: ECP/Transportation Eng Ops Div

SUBJECT: Angle parking on Centre Street, Lincoln Avenue, and Polk Avenue.

COUNCIL DISTRICT(S): 3

CONTACT/PHONE NUMBER: Deborah Van Wanseele/619-533-3012 MS 609

DESCRIPTIVE SUMMARY OF ITEM:

This action authorizes the installation of angle parking on blocks of Centre Street, Lincoln Avenue, and Polk Avenue near Park Boulevard. The action is requested by SANDAG as mitigation for loss of parking on Park Boulevard due to their Mid-City Rapid Bus project.

STAFF RECOMMENDATION:

Adopt the resolutions

EXECUTIVE SUMMARY OF ITEM BACKGROUND:

Report to Council is attached.

FISCAL CONSIDERATIONS:

This action will not impact City revenue, expenditures, or require work by City forces. This action is a part of a larger SANDAG project. SANDAG will pay all costs of the Mid-City Rapid Bus project, including the actions requested here. Work will be done by contractors to SANDAG. By separate agreement, SANDAG will pay labor costs of City plan checkers and field inspectors necessitated by the project, the amount of which will not be significantly impacted by this action. SANDAG estimates that the requested angle parking installation will cost approximately \$16,000 out of an overall project budget of approximately \$20 million.

EQUAL OPPORTUNITY CONTRACTING INFORMATION (IF APPLICABLE):

This agreement is neither subject to the City's Equal Opportunity Contracting (San Diego Ordinance No. 18173, Section 22.2701 through 22.2708) nor the City's Non-Discrimination in Contracting Ordinance (San Diego Municipal Code Sections 22.3501 through 22.3517).

PREVIOUS COUNCIL and/or COMMITTEE ACTION:

On October 6, 2010, the Land Use and Housing Committee approved a motion to bring the item to City Council without recommendation and requesting that SANDAG work with the community and stakeholders to address concerns raised to the Committee. SANDAG has subsequently had several stakeholder meetings and has redesigned the Park Boulevard section of the project as suggested by the community. The new project design will now cause a loss of only seven parking spaces on Park Boulevard, compared to a loss of 33 spaces with the previous design.

KEY STAKEHOLDERS AND PROJECTED IMPACTS:

The key stakeholders are the property owners, businesses, and residences along the affected blocks. The 24 parking spaces created by this action, when combined with the loss of seven

spaces on Park Boulevard, result in an impact to the vicinity of a net increase of 17 parking spaces.

Boekamp, Patti

Originating Department

Goldstone, Jay

Deputy Chief/Chief Operating Officer